



**Planning, Development
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■ **FOOD AND BEVERAGE PARKING [TRC Plan Review]**

∞ Initial Review Note ∞

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.

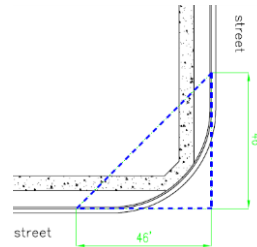
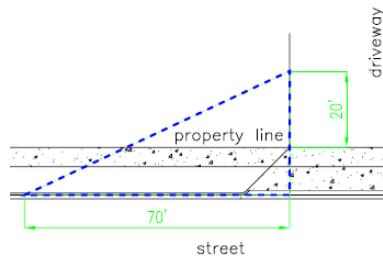
BASE INFORMATION:

- The Food and Beverage Complex Sidewalk along the southern property line will require a pedestrian access easement. The sidewalk is within two properties and requires an easement to allow public access to the full length of the sidewalk.
- The previous site plan for the Food and Beverage Complex showed the roundabout with a Dumpster Corral for the Compactor Equipment and Trolley and Taxi Cab parking in this area. Where will these items be relocated?
- Show the location of the Trolley/Cab Parking and Dumpster Corral for the Compactors of the Food and Beverage Complex on the site plan for the Temporary Parking area.

TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, and sight distance):

1. Show the River Walk on both the Southern end of this site, (between the Roundabout and Restaurants) and along the River and Concrete Pier area.
2. The proposed driveway apron is on an approach to the roundabout, entering vehicles to the parking area shall not back up into the roundabout. Increase the queuing area for the gate to allow for vehicles to access the gate without blocking the roundabout.
3. Relocate the gate for the parking area, (northbound) to allow at least 36' for vehicles in front of the gate.
4. Add dimensions for the driveway, entry and exit lanes on both sides of the access gate, the gate column, and driveway tapers.
5. Driveways shall be City-standard ramp-type driveways. Show appropriate City standard detail(s) on plan. [\[Chapter VII ,Detail SD 8-02 \(curb\) CofWTSSM\]](#)

6. Show proposed driveway centerline elevations at both the front and the back of each concrete driveway apron, at the curb line, property line & points at 26' and 52' behind the property line. [\[Chapter VII, C\(1\)\(a\)\(2\)12 CofWTSSM\]](#)
7. Provide sidewalk connections between the site and the existing sidewalk in the area, (around the Roundabout, and at the corner of Nutt Street).
8. The site does not provide sidewalk from the site to the Food and Beverage Complex. Pedestrians and handicap persons should not walk through the access gates, a sidewalk must be provided to separate the users from vehicles at the access gates.
9. Distinguish between proposed and existing sidewalk(s) and provide dimensions.
10. Provide sidewalk detail SD 3-10 on the plan.
11. Show all adjacent traffic signs and pavement markings on the plan. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)
12. Show and apply the City's 20'x70' sight distance triangle at each driveway and the City's 46'x46' sight distance triangle at each street corner intersection on the site plan and landscaping plan. [\[Sec.18-529\(c\)\(3\)CofW LDC\]](#) Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [\[Sec.18-566 CofW LDC\]](#)



TECHNICAL STANDARDS – PARKING:

13. Landscaping for the proposed driveway and Southeastern corner of the site may impact Traffic within the roundabout and at the NW corner of Nutt Street and Harnett Street Intersection. Provide plans for the proposed landscaping and sight distance triangles that show these areas.
14. Per the Planning Manager, as there is no required parking within the Central Business District, parking spaces located within the building footprint are not regulated. Parking areas that are in open areas (outside of the right of way and not within the building footprint) shall meet specification and dimensional requirements per the Technical Standards and Specifications Manual.
15. All parking facilities containing twenty-five (25) or more spaces or stalls shall be paved with concrete or asphalt material, or with alternative paving material, (e.g. concrete pavers, brick, "turfstone" or similar material) determined to exhibit equivalent wear resistance and load bearing characteristics as asphalt or concrete. [\[Sec. 18-529\(c\)\(4\) \(e\) CofW LDC\]](#)
16. Pave the parking lot per Technical Standards and Specifications Manual and SD 15-12 for parking areas of 25 spaces or greater parking lots.
17. Provide a cross section for the asphalt parking lot.
18. Provide wheel stops for parking spaces perpendicular to any proposed retaining walls to allow for car overhang and prevention of cars hitting the wall.
19. Portions of the proposed development do not appear to be in compliance with the 500'/800' rule pertaining to the maximum length of a private drive/parking lot. [\[Chapter VII , C \(4\), pg 7-15 to 7-16 CofWTSSM\]](#)
20. Please provide bicycle parking at the rate of 5 bicycle spaces per 100 vehicle parking spaces.

TECHNICAL STANDARDS – Barrier Free Design:

21. The proposed handicap parking and handicap ramp does not appear to meet ADA requirements. The parking does not have a handicap ramp, or connect to existing sidewalk or proposed sidewalk.

22. Provide a sidewalk along the southern edge of the parking lot. Connect the new sidewalk with the sidewalk that borders the Northern Side of the Roundabout. Ensure a minimum 4' of the sidewalk remains clear for pedestrian use. [\[Chapter VII, Detail SD 15-13 CofWTSSM\]](#)
23. The detail for the handicap signs does not meet MUTCD requirements for sign mounting height in "Business, Commercial or Residential areas where parking or pedestrian movements are likely to occur, or where the view of the sign might be obstructed". Minimum sign height shall be 7' above the sidewalk or pathway; a secondary sign (Van Accessible) may be posted below the primary sign. [\[Chapter II, Section 2A.18 paragraph 4-8, Mounting Height, MUTCD\]](#)
24. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the building. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)

GENERAL NOTES TO ADD TO THE PLAN:

- A. All pavement markings in public rights-of-way and for driveways are to be thermoplastic and meet City and/or NCDOT standards. [\[Detail SD-13 CofW Tech Stds\]](#)
- B. All signs and pavement markings in areas open to public traffic are to meet MUTCD (Manual on Uniform Traffic Control Devices) standards. [\[Detail SD 15-13 CofW Tech Stds\]](#)
- C. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.
- D. All parking stall markings and lane arrows within the parking areas shall be white.
- E. A utility cut permit is required for each open cut of a City street. Note this on the plan and contact 341-5888 for more details. In certain cases an entire resurfacing of the area being open cut may be required.
- F. It shall be the responsibility of the subdivider to erect official street name signs at all intersections associated with the subdivision in accordance with the Technical Standards and Specifications Manual. The subdivider may acquire and erect official street name signs or may choose to contract with the city to install the street signs and the subdivider shall pay the cost of such installation. Contact Traffic Engineering at 341-7888 to discuss installation of traffic and street name signs. Proposed street names must be approved prior to installation of street name signs.
- G. Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.
- H. A landscaping plan indicating the location of required street trees shall be submitted to the City of Wilmington Traffic Engineering Division and Parks and Recreation Department for review and approval prior to the recording of the final plat. [\[SD 15-14 CofW Tech Stds\]](#)
- I. Contact Traffic Engineering at 341-7888 forty-eight hours prior to any excavation in the right of way.

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Contact 341-7888 to discuss street lighting options.

Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.